

F-1 WORLD GRAND PRIX

INSTRUCTION BOOKLET



PUBLISHED BY
VIDEO SYSTEM

PARADIGM ENTERTAINMENT™



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WARNING: PLEASE CAREFULLY READ THE CONSUMER INFORMATION AND PRECAUTIONS BOOKLET INCLUDED WITH THIS PRODUCT BEFORE USING YOUR NINTENDO SYSTEM, GAME PAK OR ACCESSORY.



This seal is your assurance that Nintendo has reviewed this product and that it has met our standards for excellence in workmanship, reliability and entertainment value. Always look for this seal when buying games and accessories to ensure complete compatibility with your Nintendo product.

Thank you for selecting the F-1 World Grand Prix* Game Pak for the Nintendo® 64 System.

Please read this instruction booklet thoroughly to ensure maximum enjoyment of your new game. Keep this instruction booklet and warranty information in a safe place for future reference.

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GRAND PRIX '97

CONTENTS

CONTROL STICK FUNCTIONS	2
Operating the Game Controller	3
1. Starting the Game	4
2. Game Mode Introduction	10
3. System Options	14
4. Introduction of Teams and Drivers	16
5. Introduction of Courses	24
Warranty Information	29

CONTROL STICK FUNCTIONS

The Nintendo 64 Control Stick uses an analog system to read the angles and directions of its movement. This allows precision control that is not possible using the conventional + Control Pad.

When turning the Control Deck power ON, do not move the Control Stick from its neutral position on the controller.



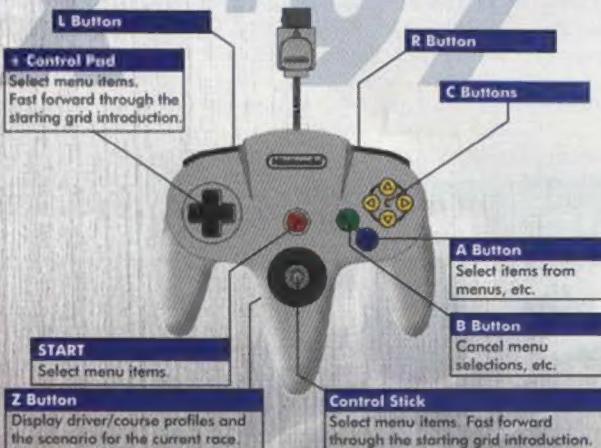
If the Control Stick is held at an angled position (as shown in the picture on the left) when the power is turned ON, this position will set as neutral. This will cause games using the Control Stick to operate incorrectly.



To reset the neutral position once the game has started, let go of the Control Stick so it can return to its centre position (as shown in the picture on the left), then press START while holding down the L and R Buttons.

The Control Stick is a precision instrument - make sure not to spill liquids or place any foreign objects into it.

Operating the Game Controller



CONTROLLER TYPE

FUNCTIONS	NORMAL	WHEEL
WHEEL (Steering control changes with the angle of the Control Stick. Turn sharply by moving the Control Stick diagonally.)	Control Stick + + or + Control Pad + +	Control Stick + +
ACCEL	A Button	Control Stick +
BRAKE	B Button	Control Stick +
BACK	Z or L Button and A Button	Z Button and Control Stick +
SHIFT UP (when using a manual transmission)	R Button	R Button
SHIFT DOWN (when using a manual transmission)	Z or L Button	Z or L Button
CHANGE VIEW (Toggle through Close Follow -> Bird's Eye -> None -> Driver -> On Board views.)	C+ Button	C+ Button
LEFT MIRROR	C+ Button	C+ Button
RIGHT MIRROR	C+ Button	C+ Button
REAR MIRROR	C+ Button	C+ Button
PAUSE	START	START

Special accelerator and brake controls :

When NORMAL has been selected for CONTROLLER TYPE, special accelerator and brake controls can be performed by tapping the control buttons in different ways.

ACCEL

Smooth Acceleration : Single tap the A Button to gradually accelerate at a rate that will prevent the wheels from spinning.

Full Acceleration : Double tap the A Button to floor the accelerator.

Hold Constant Power : Shoddily tap the A Button to maintain the current engine rpm.

BRAKE

Normal Braking : Single tap the B Button to fully apply the brakes. Holding this button for a long time greatly increases the risk of the brakes locking up.

Anti-Lock Braking : Double tap the B Button for automatic brake control that prevents brake lock up. This allows optimum braking performance.

1. Starting the Game

Starting the Game

Insert the Game Pak into the NINTENDO 64 (make sure that it is properly inserted) and then turn the Control Deck power ON. Do not touch the Control Stick when turning Control Deck power ON. When the Title screen appears, press START or the A Button and the Game Mode Selection screen will be displayed.

* Various selection screens will be displayed throughout the game. Use START or the A Button to make selections on the screen. To cancel a selection and return to the previous screen, press the B Button.

Game Mode Selection

First, select the game mode.



EXHIBITION Mode

In this mode, match your skills against computer-controlled drivers in exhibition laps on selectable tracks. (See page 10)

GRAND PRIX Mode

Participate in a realistic re-creation of the 97 F1 Grand Prix. Race preliminary courses to secure the top position in your quest to become the world champion. (See page 10)

CHALLENGE Mode

This mode provides scenarios faithfully modeled after the '97 F1 Grand Prix. (See page 12)

TIME TRIAL Mode

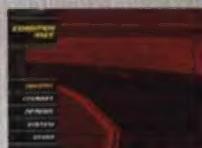
This mode lets you concentrate on practicing your skills with only your car on the track. (See page 13)

2-PLAYER Mode

Select this mode to race against another human opponent. (See page 13)

Select the driver and course :

Next, select the driver who will be operating your car and the course for the race. (See page 10 for information on the GRAND PRIX mode and page 12 for information on the CHALLENGE mode.)



DRIVERS

Use * and + on the Control Stick or + Control Pad to select your driver from the ones available. See page 16 for detailed information about each driver.

* Press and hold the Z Button to display a personal profile of a driver.

Press the A Button to select a driver. Various other settings related to the driver can then be made.



SKILL LEVEL :

Select the control type: [ROOKIE], [PROFESSIONAL], or [CHAMPION]. [ROOKIE] is the easiest mode, and [CHAMPION] mode provides a driving feel close to that of an actual F1 racing machine.

CONTROLLER TYPE :

Two types of controllers are available, NORMAL and WHEEL. See page 3 for information about using each type of controller.

TRANSMISSION :

Select the type of transmission for the race car, either automatic or manual.

ACCEL ASSIST :

When turned on, the accelerator is automatically adjusted to prevent wheel spinning.

BRAKE ASSIST :

When turned on, the breaks are automatically applied whenever the car reaches a corner.

EDIT NAME :

The name of Driver Williams can be edited. Use * and + on the Control Stick to move the cursor to a character, then press the A Button.



COURSES

Use * and + on the Control Stick or + Control Pad to select the course for the race. There are a total of 17 courses available. See page 24 for the details and features of each course.

* Press and hold the Z Button to display a profile of the course.



OPTIONS (RACE OPTIONS)

Set the racing conditions.

97 EVENTS :

When this option is turned on, the race will be run as a reenactment of the actual '97 Grand Prix, from the weather and preliminary results to the times that computer-driven cars retire. Sets the number of position in the race. [1-22] (Only for exhibition mode)

GRID POSITION:

When turned on, your car can be damaged if it runs into something. Set tyre wear and fuel consumption to ON or OFF.

DAMAGE :

When this option is turned on, racing flags will be used during the race. Select the type of weather for the race : [SUNNY], [PARTLY CLOUDY], [CLOUDY], [LIGHT RAIN], [RAINY] or [RANDOM]

PIT IN :

The number of laps that can be set varies with each race mode.

FLAGS :

WEATHER :

LAPS :

SYSTEM (SYSTEM OPTIONS)

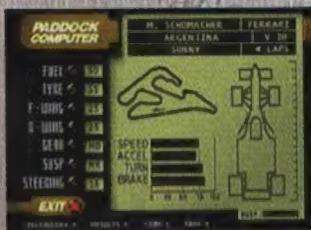
Set options for the screen display, sound, etc. See "System Options" (page 14) for additional details about system options.

START

Once all of the initial options have been set, select START. The race introduction will begin when START is selected. Press the A Button or START to display the PADDOCK screen.



PADDOCK Screen



FUEL

Adjust the amount of fuel in the car. More fuel means that the car will run further, but it also means that the car will be heavier, so acceleration, turning, and braking are less responsive.



TYRE

Select the type of tyres for the race car. SLICK tyres are for clear days, RAIN and H-RAIN tyres are for rainy weather. INTERMED (intermediate) tyres are designed for performance between slick and rain tires. SOFT tyres provide the best gripping performance, but they are not very durable and will have to be replaced quickly.



F-WING, R-WING

Set the angle for the front and rear wings to adjust the air stream (downward force) over the racing car. A high angle will increase the turning and braking performance, but it also increases wind resistance, which reduces speed and acceleration performance.



* Oversteering and Understeering

The car balance is modified by the front and rear wing settings, which greatly affects car behavior while cornering. If the angle of the front wing is too high compared with the angle of the rear wing, the car can spin out easily (oversteering). If the rear wing setting is too high, the car will be difficult to turn (understeering).

GEAR

Changing the type of gears adjusts the acceleration performance and maximum speed of the car. Setting the gear to LOW reduces the SPEED performance of the car but increases acceleration, so the LOW setting is good for low-speed courses.



SUSP (Suspension)

Select the type of suspension. HARD suspension provides better acceleration, turning, and braking performance, but it also causes the tyres to wear out more quickly.



STEERING

Adjust the steering sensitivity. Raising the setting makes the steering more sensitive so less action is required to make turns; however, it also makes it easier to spin out when cornering at high speeds.



TELEMETRY

Display the telemeter to analyze your run.



RESULTS

Verify the current player score (preliminary race score).



LOAD, SAVE

Up to 7 settings can be saved. All of the settings can be reset to default values by choosing [TRACK SET].



Grid Introduction

The final race in GRAND PRIX mode features an introduction of the starting grid. + and - on the Control Stick or + Control Pad can be used to fast forward through the introduction.

The B Button can also be pressed to display the introduction from the beginning.

The grid introduction is not shown for practice and preliminary runs in GRAND PRIX mode, nor is it shown in other racing modes.

GO

You're finally ready to start the race. The row of red starting lights light up one at a time.

After all lights are lit, they go out to mark the start of the race.



The Race Screen

Position in the Race

Current Lap

Warning Lights

SUS : Damaged suspension. A flashing warning indicates that car behavior will be unstable during cornering.

TYR : Tyre wear. A flashing warning indicates that the car will slip easily.

AER : Damaged wing. A flashing warning indicates a reduction in the downward force on the car.

GER : Damaged gears. A flashing warning indicates that the gears cannot be changed.

ENG : Engine damage. A flashing warning indicates that engine output cannot be increased.

FUL : Remaining fuel. A flashing warning indicates that you are in danger of running out of gas (retiring).



Speedometer

Tachometer

Shift Position (Gear Position)

Information Telop (Remaining Time, Section Time, Time Spent in the Pit)

Course Map (Full Course Map and Magnified Map View)

Flags

Checkered Flag : Waved as a car passes the goal line.

Black & White Flag : Warning to a driver who has committed a violation, such as running in the wrong direction.

Black Flag : Waved for a driver who has committed a violation and is being disqualified from the race.

Yellow Flag : Warning that an accident has occurred ahead on the track.

Green Flag : Notification that the previous flag has been cancelled.

Red Flag : Notification that the race is being restarted due to a major accident, etc.

Pause Menu (START)

Pressing START during play pauses the game. The Pause menu is displayed, and the player can select the following items.

CONTINUE RACE : Cancel the pause and continue the race.

DISPLAY OPTIONS : Change the screen displayed during the race.

See "System Options" for additional details.

SOUND OPTIONS : Change the sounds used during the game.

See "System Options" for additional details.

PADDOCK :

Return to the PADDOCK screen can be

used even in the middle of a race.

(Only in PRACTICE, QUALIFY and TIME

TRIAL modes.)

RESTART RACE :

Restart the same race from the beginning. (Only in EXHIBITION mode. RESTART LAP can be selected during TIME TRIAL mode to rerun a race for the same lap.)

RETIRE FROM RACE :

Cancel the race and display the results screen. (In GRAND PRIX mode, (END SESSION) the name used for this option may vary depending on the session.)



Pit Stops

During a race, you can make pit stops to get gasoline and change tyres. But be careful, the more you try to do while in the pit, the more time you will have to spend in the pit. When making practice and preliminary runs in GRAND PRIX mode and when in TRIAL MODE, making a pit stop switches the display to the PADDOCK screen.



The number of pit stops needed depends on the lap setting and the type of tyres used.

Pit stop guidelines :	Number of laps	4	8	16	HALF	FULL	
SOFT TYRES	0	1	2	1	2	pit stops	
HARD TYRES	0	0	1	0	1	pit stops	

FUEL :

Set the amount of fuel to be added to the car.

TYRE : Select the type of tyres to be used when changing tyres. Select KEEP if you don't want to change the tyres.

FRONT/REAR WING : Change the angles of the front and rear wings.

Ending a Race

When you reach the goal or when you retire, the race ends and you can view the race results and a replay of the race.



RACE RESULTS : Displays the race results and the driver's point ranking.

View a replay of the last lap. (Not available when doing practice runs, preliminary runs, and warm-up runs in GRAND PRIX mode.)

CONTINUE GP : Switch to the Schedule Selection screen. (Only in GRAND PRIX mode.)

RETRY WEEK : Rerun the same Grand Prix, starting with the first session.

RESTART RACE : Restart the same race from the beginning.

(This option is not available in Grand Prix mode. RESTART LAP can be selected during TIME TRIAL mode to rerun a race for the same lap.)

QUIT TO MENU :

Quit the current mode and return to the initial mode selection screen.

CHALLENGE Mode

The objective of this mode is to complete each scenario. The scenarios are faithfully modeled after the 97 F1 Grand Prix. To complete a scenario, the player must reach the goal at the specified position, or better, determined by scenario conditions.



Getting Ready to Race

1. FILE Selection.

Select a file.

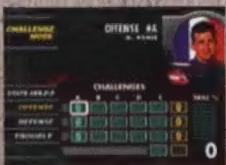
2. Scenario Selection

The following types of scenarios are available. There are five scenarios for each type, and clearing one scenario automatically advances the player to the scenario at the next level. The results for each scenario are given as points, with 5 points being the top score.

OFFENSE : In these scenarios, the objective is to jump up in rank as far and as fast as possible.

DEFENSE : The objective of these scenarios is to block other cars so that you can maintain your own position.

TROUBLE : There are many problems in these scenarios for you to overcome, such as car damage and wet conditions.



* Press and hold the Z Button to display a description of a scenario.

Saving Race Results

Race results are automatically saved at the end of each session.

TIME TRIAL Mode

This mode is used to polish your driving skills. Your car is the only car on the track. To help you improve, you can race against a ghost car, which is actually an after-image of your own car making its best trial run.

GHOST

A ghost is an image of your own car making its fastest run on the current course. The ghost car is displayed as a transparent car. The ghost car starts the race at the same time as the actual car, and replays the fastest run made so far. By passing your own ghost, you can set a new personal record for the course.

By selecting OPTIONS (in TIME TRIAL mode only), you can select from among the following GHOST CAR settings.

[GHOST CAR]

OFF : The Ghost Car is not displayed.

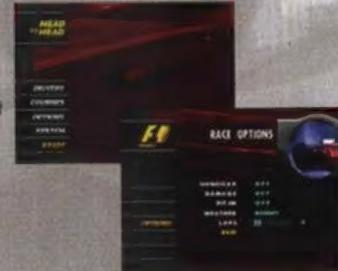
BESTLAP : A Ghost Car is displayed that duplicates your best lap run.

INSTRUCTOR : An Instructor (AI) Ghost Car is displayed.



2-PLAYER Mode

This mode lets you race against another human opponent. Select the driver and course, adjust the settings on the PADDOCK screen, and you arrive at the starting grid. The red starting lights light up one at a time until all lights are lit, and then they go out to mark the start of the race.



* A handicap can be set with the race options.

* The type of split screen (horizontal or vertical split) can be changed with the system options. See page 14 for additional information.

3. System Options

Various settings related to the game can be changed with the System Options.

DISPLAY MENU

Change settings related to game displays.

SPEED TYPE :

Change the units displayed on the speedometer. Either [KM/H] or [MP/H] can be selected.

RACING LINE :

Displayed on the racing line. [ON] or [OFF].

MAP DISPLAY :

Set the course map display to [ZOOM MAP], [FULL MAP], or [OFF]. Turn the information telop display

TELOP :

[ON] or [OFF].

LOOK AHEAD :

Set the type of position adjustment used for the camera during cornering. Select [NEAR] to set the camera at the middle of the turn, [FAR] to set the camera to a position before the turn, and [OFF] for no position adjustment.

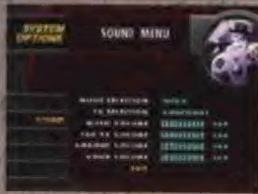
SPLIT SCREEN TYPE :

Set the type of split screen shown during 2-player races to either [VERTICAL] or [HORIZONTAL]. (Only for 2-player mode).



SOUND MENU

Change settings related to game sound.



MUSIC SELECTION : Sample the different types of background music available. Use Δ and ∇ on the Control Stick to select the music you want, then press the A Button.

FX SELECTION : Sample the different types of sound effects. Use Δ and ∇ on the Control Stick to select the music you want, then press the A Button.

MUSIC VOLUME : Adjust the background music volume.

CAR FX VOLUME : Adjust the volume of the sound effects for the car.

AMBIENT VOLUME : Adjust the volume of the sound effects for the racecourse.

VOICE VOLUME : Adjust the volume of the pit radio.

PRIX '97

4. Introduction of Teams and Drivers

Reading Screen Data

FRONT DF, REAR DF

Displays the amount of downward force on the front and rear of the car. The higher the rating, the higher level of gripping performance, but also be aware that car handling will vary depending on the front-rear balance. If the FRONT DF is too high, the car will have a tendency for oversteering (the wheels will spin easily). If the REAR DF is too high, the car will have a tendency for understeering (the car will be difficult to turn).

ENGINE

Displays the level of engine power.

Displays the level of engine reliability (how difficult it is to blow the engine). The player's car engine cannot be blown.

PIT WORK

Displays the capacity of the pit crew.

SPEED

Displays the capacity of the driver to handle high speeds.

CORNER

Displays the capacity of the driver to handle corners.

AGGRESSIVE

Displays how aggressively the driver drives during the race. The higher the rating, the more aggressively the driver will attempt to overtake and block other cars. But if this level is too high, the driver may be too aggressive and could end up in a self-destructive situation.

RAIN

Displays the severity of rain conditions.

1. ARROWS



ENGINE YAMAHA OX11A-V10
TEAMS POSITION 8
TEAMS WINS 0
TEAMS CONSTRUCTOR POINTS 9

FRONT DF	[Bar]
REAR DF	[Bar]
ENGINE	[Bar]
RELIABILITY	[Bar]
PIT WORK	[Bar]

Damon HILL



BORN SEP 17, 60
NATIONALITY BRITISH
DEBUT 1992
STARTS 84
POLES 20
WINS 21

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

Pedro DINIZ



BORN MAY 22, '70
NATIONALITY BRAZILIAN
DEBUT 1995
STARTS 50
POLES 0
WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

2. WILLIAMS



ENGINE RENAULT RS9 V10
TEAMS POSITION 1
TEAMS WINS 8
TEAMS CONSTRUCTOR POINTS 123

FRONT DF	[Bar]
REAR DF	[Bar]
ENGINE	[Bar]
RELIABILITY	[Bar]
PIT WORK	[Bar]

Driver WILLIAMS



BORN ?
NATIONALITY ?
DEBUT ?
STARTS ?
POLES ?
WINS ?

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

Heinz-Harald FRENTZEN



BORN MAY 18, '67
NATIONALITY GERMAN
DEBUT 1994
STARTS 65
POLES 1
WINS 1

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

3. FERRARI



ENGINE FERRARI 046/2 V10
 TEAMS POSITION 2
 TEAMS WINS 5
 TEAMS CONSTRUCTOR POINTS 102

FRONT OF	
REAR OF	
ENGINE	
RELIABILITY	
PIT WORK	

Michael SCHUMACHER



BORN JAN 03,69
 NATIONALITY GERMAN
 DEBUT 1991
 STARTS 102
 POLES 17
 WINS 27

SPEED	
CORNER	
AGGRESSIVE	
RAIN	

Eddie IRVINE



BORN NOV 10,65
 NATIONALITY BRITISH
 DEBUT 1993
 STARTS 65
 POLES 0
 WINS 0

4. BENETTON



ENGINE RENAULT RS9 V10
 TEAMS POSITION 3
 TEAMS WINS 1
 TEAMS CONSTRUCTOR POINTS 67

FRONT OF	
REAR OF	
ENGINE	
RELIABILITY	
PIT WORK	

Jean ALESI



BORN JUN 11,64
 NATIONALITY FRENCH
 DEBUT 1989
 STARTS 135
 POLES 2
 WINS 1

SPEED	
CORNER	
AGGRESSIVE	
RAIN	

Gerhard BERGER



BORN AUG 27,59
 NATIONALITY AUSTRIAN
 DEBUT 1984
 STARTS 210
 POLES 12
 WINS 10

SPEED	
CORNER	
AGGRESSIVE	
RAIN	

5. MCLAREN



ENGINE MERCEDES BENZ FO 110 E V10
 TEAMS POSITION 4
 TEAMS WINS 3
 TEAMS CONSTRUCTOR POINTS 63

FRONT OF	
REAR OF	
ENGINE	
RELIABILITY	
PIT WORK	

Mika HAKKINEN



BORN SEP 28,68
 NATIONALITY FINNISH
 DEBUT 1991
 STARTS 96
 POLES 1
 WINS 1

SPEED	
CORNER	
AGGRESSIVE	
RAIN	

David COULTHARD



BORN MAR 27,71
 NATIONALITY BRITISH
 DEBUT 1994
 STARTS 58
 POLES 5
 WINS 3

SPEED	
CORNER	
AGGRESSIVE	
RAIN	

6. JORDAN



ENGINE PEUGEOT A14 EV4 V10
 TEAMS POSITION 5
 TEAMS WINS 0
 TEAMS CONSTRUCTOR POINTS 33

FRONT OF
REAR OF
ENGINE
RELIABILITY
PIT WORK

Ralf SCHUMACHER



BORN JUN 30,75
 NATIONALITY GERMAN
 DEBUT 1997
 STARTS 17
 POLES 0
 WINS 0

SPEED
CORNER
AGGRESSIVE
RAIN

Giancarlo FISICHELLA



BORN JAN 14,73
 NATIONALITY ITALIAN
 DEBUT 1996
 STARTS 25
 POLES 0
 WINS 0

SPEED
CORNER
AGGRESSIVE
RAIN

7. PROST



ENGINE MUGEN-HONDA MP-J301HB V10
 TEAMS POSITION 6
 TEAMS WINS 0
 TEAMS CONSTRUCTOR POINTS 21

FRONT OF
REAR OF
ENGINE
RELIABILITY
PIT WORK

Olivier PANIS



BORN SEP 02,66
 NATIONALITY FRENCH
 DEBUT 1994
 STARTS 59
 POLES 0
 WINS 1

SPEED
CORNER
AGGRESSIVE
RAIN

Shinji NAKANO



BORN APR 01,71
 NATIONALITY JAPANESE
 DEBUT 1997
 STARTS 17
 POLES 0
 WINS 0

SPEED
CORNER
AGGRESSIVE
RAIN

8. SAUBER



ENGINE PETRONAS V10
 TEAMS POSITION 7
 TEAMS WINS 0
 TEAMS CONSTRUCTOR POINTS 16

FRONT OF
REAR OF
ENGINE
RELIABILITY
PIT WORK

Johnny HERBERT



BORN JUN 25,64
 NATIONALITY BRITISH
 DEBUT 1989
 STARTS 113
 POLES 0
 WINS 2

SPEED
CORNER
AGGRESSIVE
RAIN

Nicola LARINI



BORN MAR 19,64
 NATIONALITY ITALIAN
 DEBUT 1987
 STARTS 49
 POLES 0
 WINS 0

SPEED
CORNER
AGGRESSIVE
RAIN

9. TYRRELL



ENGINE FORD COSWORTH ED 5 V8
 TEAMS POSITION 10
 TEAMS WINS 0
 TEAMS CONSTRUCTOR POINTS 2

FRONT DF	[Bar]
REAR DF	[Bar]
ENGINE	[Bar]
RELIABILITY	[Bar]
PIT WORK	[Bar]

Jos VERSTAPPEN



BORN MAR 04, 72
 NATIONALITY DUTCH
 DEBUT 1994
 STARTS 48
 POLES 0
 WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

Mika SALO



BORN NOV 30, 66
 NATIONALITY FINNISH
 DEBUT 1994
 STARTS 52
 POLES 0
 WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

10. MINARDI



ENGINE HART 830 AV7 V8
 TEAMS POSITION 11
 TEAMS WINS 0
 TEAMS CONSTRUCTOR POINTS 0

FRONT DF	[Bar]
REAR DF	[Bar]
ENGINE	[Bar]
RELIABILITY	[Bar]
PIT WORK	[Bar]

Ukyo KATAYAMA



BORN MAY 29, 63
 NATIONALITY JAPANESE
 DEBUT 1992
 STARTS 95
 POLES 0
 WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

Jarno TRULLI



BORN JUL 13, 74
 NATIONALITY ITALY
 DEBUT 1997
 STARTS 14
 POLES 0
 WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

11. STEWART



ENGINE FORD ZETEC-R V10
 TEAMS POSITION 9
 TEAMS WINS 0
 TEAMS CONSTRUCTOR POINTS 6

FRONT DF	[Bar]
REAR DF	[Bar]
ENGINE	[Bar]
RELIABILITY	[Bar]
PIT WORK	[Bar]

Rubens BARRICHELLO



BORN MAY 23, 72
 NATIONALITY BRAZILIAN
 DEBUT 1993
 STARTS 81
 POLES 1
 WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

Jan MAGNUSEN



BORN JUL 4, 73
 NATIONALITY DANISH
 DEBUT 1995
 STARTS 18
 POLES 0
 WINS 0

SPEED	[Bar]
CORNER	[Bar]
AGGRESSIVE	[Bar]
RAIN	[Bar]

5. Introduction of Courses

Reading Screen Data

SPEED / CORNER / BUMP

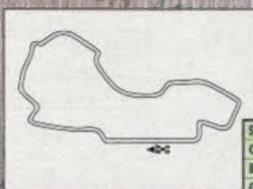
These represent course layout. For BUMP, the higher the rating, the greater the difference between high and low.

GRIP / TYRE / ENGINE / RAIN

These represent course conditions. For RAIN, the higher the rating, the more rain.

1. GRAND PRIX OF AUSTRALIA

Albert Park



SPEED	[Bar]
CORNER	[Bar]
BUMP	[Bar]
GRIP	[Bar]
TYRE	[Bar]
ENGINE	[Bar]
RAIN	[Bar]

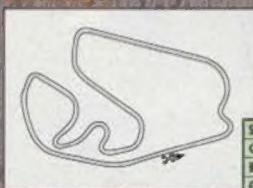
DATE MAR 09, 97
LENGTH 5.301KM
LAPS 58

1997 RESULTS

1. D.COULTHARD McLaren
2. M.SCHUMACHER Ferrari
3. M.HAKKINEN McLaren

2. GRAND PRIX OF BRAZIL

Ibirapuera



SPEED	[Bar]
CORNER	[Bar]
BUMP	[Bar]
GRIP	[Bar]
TYRE	[Bar]
ENGINE	[Bar]
RAIN	[Bar]

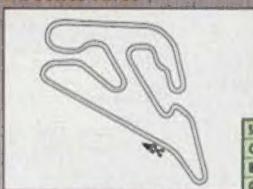
DATE MAR 30, 97
LENGTH 4.292KM
LAPS 72

1997 RESULTS

1. D.WILLIAMS Williams
2. G.BERGER Benetton
3. O.PANIS Prost

3. GRAND PRIX OF ARGENTINA

Buenos Aires



SPEED	[Bar]
CORNER	[Bar]
BUMP	[Bar]
GRIP	[Bar]
TYRE	[Bar]
ENGINE	[Bar]
RAIN	[Bar]

DATE APR 13, 97
LENGTH 4.259KM
LAPS 72

1997 RESULTS

1. D.WILLIAMS Williams
2. E.IRVINE Ferrari
3. R.SCHUMACHER Jordan

4. GRAND PRIX OF SAN MARINO

Imola



SPEED	[Bar]
CORNER	[Bar]
BUMP	[Bar]
GRIP	[Bar]
TYRE	[Bar]
ENGINE	[Bar]
RAIN	[Bar]

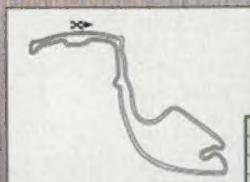
DATE APR 27, 97
LENGTH 4.930KM
LAPS 62

1997 RESULTS

1. H.FRENTZEN Williams
2. M.SCHUMACHER Ferrari
3. E.IRVINE Ferrari

5. GRAND PRIX OF MONACO

Monte Carlo



SPEED	[Bar]
CORNER	[Bar]
BUMP	[Bar]
GRIP	[Bar]
TYRE	[Bar]
ENGINE	[Bar]
RAIN	[Bar]

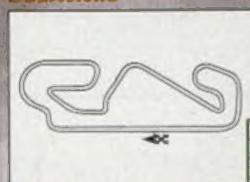
DATE MAY 11, 97
LENGTH 3.366KM
LAPS 78

1997 RESULTS

1. M.SCHUMACHER Ferrari
2. R.BARRICELLO Stewart
3. E.IRVINE Ferrari

6. GRAND PRIX OF SPAIN

Barcelona



SPEED	[Bar]
CORNER	[Bar]
BUMP	[Bar]
GRIP	[Bar]
TYRE	[Bar]
ENGINE	[Bar]
RAIN	[Bar]

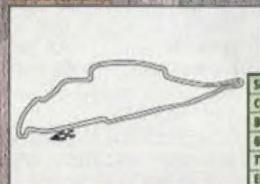
DATE MAY 25, 97
LENGTH 4.728KM
LAPS 65

1997 RESULTS

1. D.WILLIAMS Williams
2. O.PANIS Prost
3. J.ALESI BENETTON

7. GRAND PRIX OF CANADA

 Montreal



DATE JUN 15, '97
LENGTH 4.421KM
LAPS 69

1997 RESULTS

1. M.SCHUMACHER FERRARI
2. J.ALESI BENETTON
3. G.FISICHELLA JORDAN

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

8. GRAND PRIX OF FRANCE

 Magny-Cours



DATE JUN 29, '97
LENGTH 4.247KM
LAPS 72

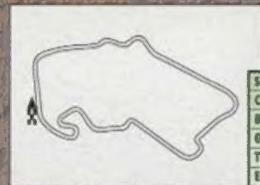
1997 RESULTS

1. M.SCHUMACHER FERRARI
2. H.FRENTZEN WILLIAMS
3. E.IRVINE FERRARI

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

9. GRAND PRIX OF BRITAIN

 Silverstone



DATE JUL 13, '97
LENGTH 5.140KM
LAPS 59

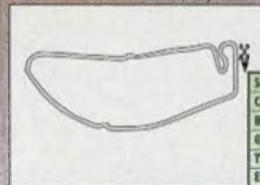
1997 RESULTS

1. D.WILLIAMS WILLIAMS
2. J.ALESI BENETTON
3. A.WURZ BENETTON

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

10. GRAND PRIX OF GERMANY

 Hockenheim



DATE JUL 27, '97
LENGTH 6.823KM
LAPS 45

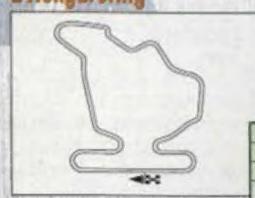
1997 RESULTS

1. G.BERGER BENETTON
2. M.SCHUMACHER FERRARI
3. M.HAKKINEN McLAREN

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

11. GRAND PRIX OF HUNGARY

 Hungaroring



DATE AUG 10, '97
LENGTH 3.968KM
LAPS 77

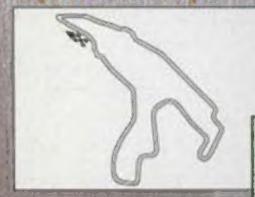
1997 RESULTS

1. D.WILLIAMS WILLIAMS
2. D.HILL ARROWS
3. J.HERBERT SAUBER

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

12. GRAND PRIX OF BELGIUM

 Spa-Francorchamps



DATE AUG 24, '97
LENGTH 6.968KM
LAPS 44

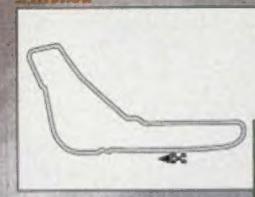
1997 RESULTS

1. M.SCHUMACHER FERRARI
2. G.FISICHELLA JORDAN
3. H.FRENTZEN WILLIAMS

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

13. GRAND PRIX OF ITALY

 Monza



DATE SEP 07, '97
LENGTH 5.770KM
LAPS 53

1997 RESULTS

1. D.COULTHARD McLAREN
2. J.ALESI BENETTON
3. H.FRENTZEN WILLIAMS

SPEED	██████
CORNER	██████
BUMP	██████
GRIP	██████
TYRE	██████
ENGINE	██████
RAIN	██████

14. GRAND PRIX OF AUSTRIA

A1-Ring



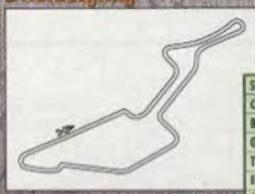
DATE SEP 21, 97
LENGTH 4.323KM
LAPS 71

SPEED	██████████
CORNER	██████████
BUMP	██████████
GRIP	██████████
TYRE	██████████
ENGINE	██████████
RAIN	██████████

1997 RESULTS
1. D.WILLIAMS WILLIAMS
2. D.COULTHARD McLAREN
3. H.FRENTZEN WILLIAMS

15. GRAND PRIX OF LUXEMBOURG

Nurburgring



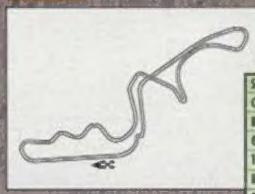
DATE SEP 28, 97
LENGTH 4.556KM
LAPS 67

SPEED	██████████
CORNER	██████████
BUMP	██████████
GRIP	██████████
TYRE	██████████
ENGINE	██████████
RAIN	██████████

1997 RESULTS
1. D.WILLIAMS WILLIAMS
2. J.ALESI BENETTON
3. H.FRENTZEN WILLIAMS

16. GRAND PRIX OF JAPAN

Suzuka



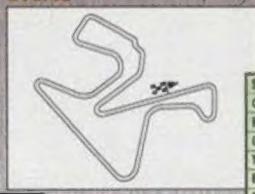
DATE OCT 12, 97
LENGTH 5.864KM
LAPS 53

SPEED	██████████
CORNER	██████████
BUMP	██████████
GRIP	██████████
TYRE	██████████
ENGINE	██████████
RAIN	██████████

1997 RESULTS
1. M.SCHUMACHER FERRARI
2. H.FRENTZEN WILLIAMS
3. E.IRVINE FERRARI

17. GRAND PRIX OF EUROPE

Jerez



DATE OCT 26, 97
LENGTH 4.428KM
LAPS 69

SPEED	██████████
CORNER	██████████
BUMP	██████████
GRIP	██████████
TYRE	██████████
ENGINE	██████████
RAIN	██████████

1997 RESULTS
1. M.HAKKINEN McLAREN
2. D.COULTHARD McLAREN
3. D.WILLIAMS WILLIAMS

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REV-E

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(LEGION CALL RATE AT 75 CENTS PER MINUTE)

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